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PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts.....\$7.25  
Per doz. pints.....4.65  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSOR  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,448 號捌十肆百肆千肆萬壹第 日肆十月陸年十叁緒光 HONGKONG, TUESDAY, JULY 26TH, 1904. 式拜禮 號陸拾式月柒年肆百九仟壹英港香 PRICE, \$3 PER MONTH.

## WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a1381]

CUTLER, PALMER  
& CO.'S

PRICE \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blended  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO., Hongkong. [a146]

## VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following—  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS throughout.  
Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-manufacturing a  
speciality. [a141]  
H. S. ABDOLLA,  
43 & 44A, Queen's Road East.

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a1451]

## THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.  
37, DES VOGES ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [a164]

## AMOY ENGINEERING CO., LD. AMOY

CALL FLAC E.  
REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.  
J. D. EDWARDS,  
Manager.  
Amoy, 3rd December, 1903. 150

## WEI CHEETOO & CO.

IMPORTERS, EXPORTERS  
AND  
GENERAL COMMISSION AGENTS.  
SPECIALITY: HUMAN HAIR.  
No. 12, Pottinger Street, Hongkong.  
Agencies—  
CHIEF CHONG, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEN, Fire Cracker Factory.  
Hongkong, 1st June, 1904. [1397]

## THE JAPAN LAUNDRY COMPANY.

REORGANISATION.  
THE above Company have already won great  
admiration from all their customers, the  
work being excellently done. A New Scheme has  
recently been introduced, and the work is done  
quickly and satisfactorily. Excellent laundry-  
men have just arrived from Japan. Charges  
moderate. Special attention is directed to  
washing and ironing. Orders will be executed  
promptly. Head Office, No. 23, Cause Road.  
Branch Office, No. 201, Mongkok Street.  
L. NAKAGAKI,  
Manager.  
Hongkong, 23rd July, 1904. [1798]

QUAN WAH & CO.  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
QUANTAL & CO., Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE and MARBLE MONUMENTS.  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th October, 1903. [1741]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY  
\$12.00 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MALL,"  
\$21 PER DOZ.

11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.

Very soft, palatable, and pure.  
EVERYBODY SHOULD TRY THESE WHISKIES

AGENTS—SIEMSEN & CO., HONGKONG. [a15]

C. P. & Co.'s INVALIDS' PORT  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

DOURO PORT,  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,  
\$20 PER DOZ.

LA TORRE SHERRY,  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—  
D.O.M.,  
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.  
THEY ARE UNEQUALLED AT THE PRICE

## E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.

Contracts for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCELS GOODS kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address "MARINEWORK."

Hongkong, 1st May, 1904.

Telephone No. 358.

## PO CHEUNG & CO.

昌寶

14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

A MOMENT'S NOTICE.

TELEPHONE 460.

Hongkong, 22nd July, 1904.

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FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

## LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

## AQUARIUS.

AQUARIUS SPARKLING MINERAL TABLE WATER

(made from Pure Treble Distilled Water).

AQUARIUS SILENT WATER.

AQUARIUS TONIC WATER.

AQUARIUS BELFAST GINGER ALE.

AQUARIUS LEMONADE.

AQUARIUS LITHIA WATER.

AQUARIUS GINGER BEER (Stone Bottles).

THE AQUARIUS COMPANY,

GENERAL MANAGERS,

CALDBECK, MACGREGOR & CO.,

Hongkong, 13th July, 1904.

15, QUEEN'S ROAD.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

### NEW BOOKS AND NEW EDITIONS.

Academy Pictures; Complete Volume	30.00
Cunningham's Dock Engineering	25.00
Seaton's Marine Engineering; Latest	17.00
Molesworth's Pocket Book; Just Out	4.60
Hurst and Molesworth's Pocket Book;	
Combined	9.50
Building Construction; 2 Parts	each 7.00
Pearl Encyclopedia	0.90
Set of Dickens' Works, Complete; 15 Vols.	17.00
Watchers on the Tower, by Hales	1.75
Naughty Nan, by Long	1.75
His Majesty's Peacock, by Mackenzie	1.75
Ransom's History of England	2.50
New Plan of the City of Victoria	2.50
Brassley's Naval Annual	13.00
The Sailor's Pocket Book	6.50
Japan in Pictures, by Sladen	3.00
The China Martyrs of 1900, by Forsyth	6.00
China from Within, by Davenport	4.60

Navy and Army; Volume 15	\$15.00
Wide World Magazine; Vol. 12	4.60
Pearson's Dream Book	0.80
The Coo-ee Reel	0.80
Guide to the Dutch West Indies	1.50
Japanese Physical Training	3.90
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NEW STOCK.  
PHOTOGRAPH SCRAP ALBUMS FOR PASTING  
IN.  
SLIP IN SCRAP ALBUMS.  
SETS OF TENNIS COMPLETE IN A BOX  
INCLUDING NET, STANDARDS, RATS, &c.  
TENNIS NETS.  
SLAZENGER'S E. G. M. RACKET.  
SLAZENGER'S DEMON RACKET.  
SLAZENGER'S BEST TENNIS BALLS.  
WIDEN'S AND FORRESTER'S CRICKET GOODS.  
THE FAY SHOES TYPEWRITER. [a23]

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a5]

## LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [a4a]

## NERNST

NEERST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO. [a5a]

## ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

THE OLD  
FAMILIAR BEVERAGE  
STONE GINGER-BEER.  
YCLEFT "POP."

HOME

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## WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS.

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

## BONZOLINE.

The SUBSTITUTE for IVORY in the  
TROPICS. Does not crack or change its shape.  
Is coloured throughout and always keeps its  
colour.

Has the same hardness, click and elasticity  
as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/2 inch.

Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2 1/2 inch.

Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/2 inch.

Rs. 16/6 set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/2 inch.

Rs. 23/1 set of twenty-two.

## C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET.

CALCUTTA.

[3119-2]

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16 and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 555G. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902.

## CARLTON HOUSE.

10, ICE HOUSE ROAD.

## FIRST-CLASS PRIVATE HOTEL.

Cool Rooms, Elaborately Furnished. Com-  
fort of Residents and the Cuisine a specialty.

For terms apply—

B. F. HOWARD,

Lessee and Manager.

Hongkong, 2nd July, 1904. [1631]

## HOTELS.

### HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Room, Billiard and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.

Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.

Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.

Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.

Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.

Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,  
Manager.

THE

### PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a14]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 10th June 1903. [a1082]

### CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.  
Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the

MANAGER. [a49]

### MACAO

AND

### CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.

WM. FARMER,  
Proprietor. [a1362]

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.

All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (the "Houqua"), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
centres.

Cable Address—"BOAVISTA."  
For Terms, apply to  
THE MANAGER. [a224]



## INTIMATION



S. A. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS  
OF

**AERATED  
WATERS**  
IN THE FAR EAST.

The Manufacture of our AERATED  
WATERS is conducted under constant  
European expert supervision.

THE MACHINERY in use embodies every  
improvement up to date.

The most perfect scientific system of filtration  
is employed.

By which means we have attained

**PERFECTION OF QUALITY**  
AND  
**ABSOLUTE PURITY.**

OUR WATERS being acknowledged by the  
leading English Manufacturers as equal to their  
best productions.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

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Only communications relating to the news columns  
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Correspondents must forward their names and  
addresses with communications addressed to the Editor,  
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All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
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Liber's  
P.O. Box, 33, Telephone No. 12

## DEATH.

On the 26th July, at the Peak Hospital, Mr.  
Max HERNIMAN, aged 25 years. Deeply regretted.  
The cortege will pass the Monument at 9 o'clock  
this morning.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th JULY, 1904.

MUCH has been written on the connection  
of India with the Mediterranean by rail  
since some seventy years ago. Major, after-  
wards Lieut.-Col. CHESNEY, first mooted the  
project of a Euphrates Valley railway. For  
various reasons little has, however, been  
done. Although with an instinct, not  
altogether untrue, Lord PALMERSTON always  
opposed the then French project of the  
Suez Canal, and openly expressed his pre-  
ference for the Railway, many obstacles  
intervened, which prevented the latter ever  
becoming *un fait accompli*. Equally im-  
perial in his ideas, but infinitely more  
astute, Lord BEACONSFIELD seized the op-  
portunity offered of obtaining a predomi-  
nant interest in the affairs of the Canal,  
and as the Canal did for the time serve all  
purposes, and actually formed the quickest  
means of communication with India, Eng-  
land was very well content to let matters  
rest, the more especially as in the mean-  
while she had become practically possessed  
of the political control of Egypt. It was  
not, then, till Russia succeeded in construct-  
ing a line through Siberia to Eastern  
Russia, and England's rapidly of com-  
munication with the Far East was chal-  
lenged, that the old topic again forced itself  
into consideration in Great Britain.

Inspired with emulation on the successful  
attainment of her object in the completion  
of her new line to Eastern Asia, which  
Russia saw would enable her to interfere

with greater ability in the affairs of China,  
whose fertile lands had already aroused her  
insatiable greed, Germany thought the time  
had come. She accordingly traced out a  
line to continue her present system in  
Western Anatolia to the mouth of the  
Euphrates, and obligingly asked England  
and France to assist in the financing. At  
first, thinking that the formation of the  
railway would tend towards rendering Ger-  
many independent of Russia; and that in  
her own interests she would feel disposed to  
restrain any further encroachments of that  
Power, England and France were disposed  
to lend a helping hand. Such, however,  
was far from Germany's intention; and on  
its being suggested to her that she would  
be required to undertake that no preferential  
treatment would be permitted, and that  
both countries should be adequately repre-  
sented on the direction, she declined both  
proposals. This rendered the assistance of  
either out of the question, and the scheme  
eventually collapsed. Preferential treat-  
ment for traffic from Central and Eastern  
Europe was, in fact, the backbone of the  
affair, and every obstacle was to be  
placed in the way of traffic from the  
two western countries. Its collapse,  
however, has had the useful effect of  
once more attracting English attention  
to the subject, but as yet without the  
result of bringing forward any notable  
scheme. With Russia, in fact, dominant  
in Armenia there is but little ground left,  
and any line starting from the eastern ex-  
tremity of the Levant would offer few ad-  
vantages over present routes to compensate  
for its political drawbacks. An extension  
of the present Egyptian railways to Suakin  
has indeed been suggested, and would un-  
doubtedly shorten by some eight hundred  
miles the present sea voyage to India, but  
half the Red Sea would still remain to be  
traversed, and it is very doubtful if the bare  
advantage of shortening the ocean voyage  
would compensate for the extra expense of  
making practically a new port, in addition  
to the breaking of the voyage. Under exist-  
ing political conditions no port south of  
Suakin is feasible, so that apparently the  
Empire must wait for some very decided  
change in the political position before Eng-  
land will be able to acquire for herself a  
practical land communication with her  
greatest dependency.

Recent improvements in land locomotion  
have thus not been altogether in favour of  
England, and she has had perforce to stand  
by while other nations, by nature more  
favourably situated, have been enabled to  
take advantage of those opportunities. It  
was, of course, by taking timely advantage  
of the ocean that Great Britain was able to  
consolidate her great possessions in the East;  
she has momentarily found the record for  
speedy delivery of the mails in the Far  
East passed out of her hands, and this, though  
as long as she possesses in her own hands  
the telegraphs and the command of the sea,  
is of secondary importance, yet is not con-  
sistent with the position she holds amongst  
nations. Naturally, then, as the present  
contract for carrying the Eastern Mails is  
on the verge of expiry the British Govern-  
ment has hesitated in renewing it on pre-  
sent lines, although for the moment it has  
insisted on shortening the time for delivery  
in the East by some twenty-four hours. In  
view of the changes made elsewhere this  
expedition seems but a small matter, but as  
it involves sea carriage at the rate of some  
seventeen miles an hour it is evident that  
on existing routes the limit of acceleration  
has been almost reached, and is already in  
sight. An Austrian engineer has proposed  
a new route traversing the Khamates of  
Central Asia, and then climbing the Pamirs  
and reaching China by way of Kashgar or  
Yarkand. In the present position of the  
political world such a line would be con-  
trolled by Russia, and would, of course,  
be principally used by her for aggressive pur-  
poses. We know from her present manage-  
ment of her line through the Khamates  
what that would imply for travellers other  
than Russian. A line over the Pamirs  
where the passes are upwards of 16,000  
feet high involves engineering issues  
quite beyond our present experience. As  
far as England is concerned the  
line may at once be ruled out of  
the competition which must be confined  
within the limits of 15 degrees and 35  
degrees north latitude. The proposed  
German line between the 40th and 30th  
has already for reasons mentioned been  
declined, so that practically no alternative  
is left except a line of railway crossing  
Arabia. A very few years ago, both physi-  
cally and politically, such a line could not be  
considered as within the limits of practical  
politics, but events have been marching,  
which certainly have a tendency to remove

the most formidable of the difficulties. In  
1863, when W. G. PALGRAVE crossed the  
whole breadth of Arabia from the Red Sea to  
Bahrain in the Persian Gulf he found a well  
watered country, admirably suited for the  
construction of a railway. At the time it  
was dominated by the rule of the fanatical  
Wahabee dynasty, but the inhabitants were  
weary of the bigotry of the rulers, and the  
kingdom was already decadent. Since then  
Wahabee influence has still further declined  
and of late years has not attempted inter-  
ference with commerce. PALGRAVE found the  
people everywhere keen traders, and had no  
difficulties with the people, who indeed  
throughout screened him from the minions  
of the government. Now within the last  
three years, without any conscious effort on  
the part of the Indian Government, our  
relations with these tribes have entered into  
a new phase; Turkey recently has been  
encroaching along the Eastern Coast, which  
came to a climax last year, when by the at-  
tempted closure of Kocit we were brought  
into unpleasant contact with the intruding  
Turkish fleet. As we had always communi-  
cated with the ruler of Kocit as a perfectly  
independent potentate, and as under his  
friendly auspices relieved from Wahabee  
interference British trade with the interior  
of Arabia had been largely increasing, the  
commander of the British fleet had orders  
if necessary to interfere by force of arms.  
The result has been the growth of a marked-  
ly friendly feeling, and an expressed desire  
to facilitate intercourse.

Now it so happens that this track across  
Arabia from Bahrain to Mejaz on the Red  
Sea is actually the most ancient trade route  
of which we have knowledge; it was by this  
route that some seven thousand years ago  
civilisation was introduced into ancient  
Egypt, and it was by this road that bronze  
first found its way to Phoenicia, and thence  
by Tyrian and Carthaginian traders was  
carried all through Europe. The opening  
up of the route would then be only a return  
to primitive conditions. From Alexandria  
to Bahrain by this road would be about  
1,200 miles, and from Bahrain to Karachi  
about 1,100, so that the total distance from  
Alexandria to India would be about 2,300  
miles as against some 4,600 by the ocean  
route. The saving of time from the sub-  
stitution of railway for steamer transit  
would be in a greater proportion.

The subject of a trans-Arabian railway is  
not of course one that stands out self  
recommended for immediate adoption; on  
the contrary, like the Cape to Cairo  
project, it is one where much opposition  
and many serious difficulties will remain  
to be overcome before it even enters  
on the arena of practical discussion. Still,  
however inchoate, it is hoped that like  
the other, first launched as an almost  
quixotic essay, it may be influential in  
directing men's minds beyond the im-  
mediate present to what in the present ever  
changing world of politics may shortly  
become a potential eventuality. If the  
Cape to Cairo route, but two years ago  
nothing more than the baseless fabric of a  
dream, have already advanced to bridging  
the Zambesi, why should its legitimate suc-  
cessor, a railway from Cairo to Calcutta,  
be refused at least fair discussion?

Chinkiang is suffering severe drought.

At Amoy the other day a Chinese woman was  
killed by lightning.

Ceylon has decided to adopt the "Finger  
Print" identification system for criminals  
instead of the "measurement" system formerly  
in use.

It is now stated that the *Malacca* was seized  
on information from Antwerp that she was  
carrying ammunition, and some iron work for  
a crane at Moji Japan.

The Singapore Free Press sees in the Japanese  
diligence to stop blockade runners an indication  
that Port Arthur is not to be attempted by a  
coup de main, but besieged.

Field Marshal Sir Evelyn Wood will, so the  
Exchange Telegraph Company states on what  
it believes to be good authority, vacate the  
command of the Second Army Corps on the  
conclusion of the training on Salisbury Plain  
in August.

The British sailing ship *Howard D. Troop*  
may yet be heard of. *Bounty*-wise. A dozen of  
her crew, a piratical-looking lot, have been  
incarcerated in Shanghai for insubordination.  
On their release, one of them stabbed the second  
mate, Mr. Gray.

News of the Count de Lesdun, who left  
Peking last month on a journey of scientific  
exploration, has been received by the *Courrier  
de Tientsin*. He arrived at Hsien-hwa, where  
he left the Kalgan Road and turned westward  
toward Ta-tung-fu.

A special telegram to the Singapore Free  
Press says that on July 14th, at Shanhaikwan,  
there was a row between French and Japanese  
soldiers, in which the bayonet was used by both  
sides. Two Frenchmen were killed and nine  
Japanese wounded.

Major R. J. Ross, of the 4th Middlesex  
Regiment, has been appointed Deputy Assistant  
Quartermaster General at Hongkong.

"The Major" in "Musculine Modes" says  
that baggy flannel trousers look very incon-  
gruous this summer. We may add that at  
Hongkong waistcoats sometimes appear irrel-  
evant.

This is the return of visitors to the City Hall  
Library and Museum for the week ending the  
24th July, 1904:—222 non-Chinese and 74  
Chinese to the former, and 94 non-Chinese and  
1,585 Chinese to the latter institution.

"The ultimate defeat of Russia by the  
Japanese," says the private secretary of the  
Russian Minister of the Interior, "is impossible,  
both from a philosophical and an historical point  
of view." He omits any mention of the military  
point of view.

Count Gallina, Italian Minister at Peking,  
has been appointed Italian Ambassador at St.  
Petersburg. He will be replaced in the  
Chinese capital by Signor Baroli, Councillor of  
Legation, who has been promoted to the rank  
of Minister.

No. 9 of the *Yellow Dragon*, the Queen's  
College magazine, reached us yesterday. The  
report of the half-yearly examination is good,  
92 per cent. of passes. There is a chatty de-  
scription of "a Jaunt to Canton," and a Poe-like  
tale translated from the French.

Messrs. Smart and McKinley (formerly of  
Hongkong) were recently sued as the pro-  
prietary of a Perthshire paper, for £500, for  
alleged slander. The Sheriff-Substitute before  
whom the suit was tried found for the  
defendants. The plaintiff, a local magistrate,  
appealed against the verdict, but the Sheriff-  
Principal has upheld the decision.

We regret to state, says the *N.C. Daily News*  
of the 22nd inst., that Mr. Robert Graham,  
the chief officer of the C.N.S. *Shanghai*, who on  
Monday made such a plucky attempt to rescue  
two of the Chinese crew of that vessel from the  
ballast tank and was himself overcome by the  
foal air, died at the General Hospital on  
Wednesday, aged 31 years.

The plague returns for last week show that  
there were 25 cases, and all fatal. This brings  
the number for the year so far to 453, of which  
430 have been fatal. In the 48 hours since that  
return, there were five Chinese dead of the  
plague. During last week there was a European  
case of enteric fever, which happily has not  
proved fatal.

An exchange says: "Owing to constantly  
living in canoes a race of dwarfs in British  
New Guinea are losing the use of their legs,  
while their chests and arms are abnormally  
developed." This Darwinism is a dangerous  
thing. Owing to sitting so much in editorial  
chairs, the scissors wielder is losing the use of  
his head, while his *croupion* becomes abnormally  
developed.

The *Sunday Sun* of Manila records with  
satisfaction that one American firm on the  
Isocota has prohibited the chit system, and adds  
that "they will lose no good customers by it; if  
it were not for the large percentage of loss  
from bad chits prices would be much lower, but  
now the good customer is obliged to pay prices  
which cover the firm's bad business." Here is  
a hint for some Hongkong houses.

H.B.M.'s Consul at Newchwang writes, on  
the 13th inst., as follows:—I have the honour  
to inform you that the ports of Canton, Hong-  
kong, Swatow, Amoy and Foochow have been  
declared infected and that vessels arriving here  
from those ports after the 14th inst. will be  
liable to quarantine for ten days counting from  
the date of departure, after which they will be  
admitted to pratique unless a suspicious case  
occurs on board.

The death took place yesterday at the Peak  
Hospital of Mr. Max HERNFELD, of the firm of  
Messrs. Arnhold, Karberg & Co. Mr. HERNFELD  
had been in the East a little more than two  
years, residing the greater part of the time at  
Canton, where the unexpected news of his death  
will be received by a large number of friends  
with genuine sorrow, as it has been by his  
friends in Hongkong. The funeral takes place  
at the Happy Valley this morning, the  
cortege passing the Monument at 9 o'clock.

It is suggested that the Royal Humane  
Society's medal should be bestowed upon Colonel  
Satoru, of the Japanese Service, who rescued  
General Sir Ian Hamilton from drowning, at  
great risk to himself. Recognition of acts of  
this nature has been known even between nations  
that were actually at war with one another, and  
neither the Russian nor anyone else could possibly  
twist an acknowledgment of Colonel Satoru's  
gallant act into any violation of neutrality, or  
even of the most perfectly correct attitude  
towards themselves. On the other hand, it  
would certainly be received with much grati-  
fication in Japan.

In the House of Commons on June 21st, in  
reply to Mr. H. Samuel, who was inquiring  
with regard to the pensioning of Crown Agents,  
Mr. Lyttelton, the Colonial Secretary, said:—  
When Sir P. Julian, who is still alive, retired  
in 1879, he was awarded a pension of £1,200 a  
year. At his request the Agents were authorised  
to purchase for him a Government annuity  
of that amount. Sir M. O'Malley, on his  
transfer from the Crown Agency to be per-  
manent Under Secretary in the Colonial Office  
was allowed to draw £400 a year of the pension  
to which he will ultimately become entitled, in  
consideration of the fact that the salary of the  
Permanent Under Secretary was less than his  
previous emoluments by that amount, and this  
sum of £400 is the only pension to a Crown  
Agent which is at present being drawn from  
the funds.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

RUSSIAN CRUISERS TO  
DESIST.

LONDON, 25th July.

The *Malacca* proceeds to Algiers.  
The Russian "Conference" at St.  
Petersburg has decided to withdraw  
its authority from the volunteer  
cruisers to make such seizures. Mean-  
time, the *Smoleusk* has seized the  
British steamer *Ardoza* in the Red  
Sea. The German steamer *Scandia*,  
which was taken to Port Said by a  
Russian crew, has been released there.

THE VLADIVOSTOCK  
SQUADRON.

LONDON, 25th July.

The Vladivostock squadron, during  
its last excursion, has sunk the  
American steamer *Knight Commander*  
(which left Manila for Japan on the  
11th instant), and taken British and  
German steamers (unnamed) to  
Vladivostock.

[REUTERS'S SERVICE.]

## THE TSAR'S INTERVENTION.

LONDON, 23rd July.

Reuter's correspondent in St. Petersburg  
says it is stated that the Russian promise  
that no British ships shall in future be  
interfered with by the Volunteer cruisers  
is largely due to the influence of the Tsar,  
with whom Count Lamsdorff consulted on  
Thursday after an interview with the  
French Ambassador.

## WAR ITEMS.

## RUMOURD SEIZURES.

A rumour was about the *Colony* yesterday  
to the effect that the Swedish s.s. *Victoria* and  
the Norwegian s.s. *Daphne* have been seized up  
North by the Japanese.

It is also rumoured that the s.s. *Fu Ping*, be-  
longing to the Chinese Engineering and  
Mining Co., has been seized by the Japanese.

The *Victoria* is a vessel of 1880 tons net. She  
was built at Elsinore in 1884.

The *Daphne* is a vessel of 988 tons, and was  
built at Newcastle-on-Tyne in 1900.

## LATE TELEGRAMS.

Up to the 18th inst. the Japanese had buried  
two hundred Russians at Motienling, and made  
sixty-one prisoners, including thirty-two wound-  
ed. H. M. the Emperor has sent a message to  
the Second Division warmly appreciating its  
successful repulse of the Russians at Motienling.  
—[N.C. Daily News.] Further telegrams to  
the same paper say Port Arthur is to be  
bombarded soon; that the Vladivostock squadron  
was demonstrating on the Pacific side of  
Tsugara on July 20th; and that the Russians  
sank the *Takashima Maru* on the morning of  
the same date.

## THE "HIPANG."

It appears, the steamer *Hipsang* did not  
strike a mine, but was captured. The crew  
have been released.

The *Hipsang* was of 1658 tons register, and  
her foreign officers were Captain Bradley; Mr.  
A. G. Smith, chief officer; Mr. A. J. Cart-  
wright, second officer; Mr. F. J. Collier, chief  
engineer; Mr. H. Watson, second engineer;  
and Mr. W. Bishop, third engineer.

## THE "TAKASHIMA."

On the 23rd inst. at 6.30 a.m. a Japanese  
steamer, the *Takashima Maru*, 318 tons, was  
sunk by the Vladivostock squadron off Isoya,  
about 25 miles east of Hakodate. The crew  
landed at the promontory of Yezo to take  
shelter, and they are all safe.

## VOLUNTEER CRUISERS.

It is interesting to notice that Dr. T. J.  
Lawrence in his valuable and authoritative  
text-book "The Principles of International  
Law," foresaw clearly in 1895 the difficulty that  
has now arisen. He says: "In the winter of  
1877-1878, when there was imminent danger of  
hostilities between England and Russia, the  
latter Power accepted the offer of a patriotic  
association to create a Volunteer Fleet, the  
vessels of which were to be purchased by private  
subscription, but made over to State control  
during the contemplated war, and commanded  
by officers of the Imperial Navy. Fortunately,  
the questions at issue were settled without  
further fighting by the Treaty of Berlin,  
but the Russian Volunteer Fleet survived  
the circumstances which gave it birth, and  
exists at the present time. It receives an  
annual subsidy from the Government on  
certain conditions as to the number and  
efficiency of the cruisers, and some of its ships  
are regularly employed in carrying con-  
victs and soldiers from the Black Sea ports  
to Siberia. The Sultan has been constrained  
by diplomatic pressure to regard them as  
merchant vessels, in order that they may freely  
pass the Dardanelles and the Bosphorus, which  
are closed in time of peace to the men-of-war of

(Sd.) C. P. CHATER  
" Ho Kai  
" Wei Yuk  
" ROSE, SHEWAN  
" G. STEWART  
" W. J. GRESSON

His Excellency F. H. May, C.M.G.,  
Officer Administering the Government.

The following answer was made:

Government House, Hongkong, 25th July.

GENTLEMEN,—I have received with much  
gratification your letter of the 23rd instant in  
which you are good enough to record your  
appreciation of the manner in which I have  
administered the Government of this Colony  
during the past eight months. Permit me to say  
that if I achieved any success it is in a large  
measure due to the loyal and willing co-operation  
which I have at all times received from you.  
I am sensible that I owe this Colony very much.  
If I have in some measure diminished the  
light I am not ungrateful that there remains  
a large balance against me in the account which  
it will ever be my earnest endeavour to dis-  
charge. I thank you for the kindly references  
you made to Mrs. May, and I can assure you  
that she appreciates them no less than I do.—  
I have the honour to be, Gentlemen, Your most  
obedient servant.

F. H. MAY,

Officer Administering the Government.  
To the Honourable Sir C. P. Chater, Kt.  
C.M.G., Dr. Ho Kai, Wei Yuk, Robert  
Shewan, Gershom Stewart, W. J. Gresson.



Foreign States, and this circumstance will prove embarrassing should Russia wish to claim for them the position of lawful combatants in some future struggle. The embarrasment predicted by Dr. Lawrence has arisen, and Russia has cut the knot by persuading the Porte to allow these steamers to pass as being simply merchant steamers bound with coal to Vladivostok; a breach, not merely of international law, but a breach, the *N. C. Daily News* says, of a treaty made possible by an act of deceit.

**THE JAPANESE "DISASTER" EXPLAINED.**  
The explanation of the reported destruction of the 23,000 men of the Japanese Army nesting Port Arthur is now thought by the *Singapore Free Press* to be as follows—General Nogi was not satisfied with the progress that was being made towards the reduction of the fortress, and spoke in very forcible terms to his men. A Russian spy overheard the remarks and reported to headquarters that the whole Japanese army had been "blown up."

**PORT ARTHUR DIFFICULT.**  
A Ceylon paper publishes an extract from a private letter from Chiefo to a friend in Ceylon which puts the position at Port Arthur thus: "I dare say you know more about the war than we do here, close as we are to it, and I am very sure you got more accurate information. Every junk arriving from Nanchang tells a different tale. But I notice from home papers they seem to think Japan is going to walk into Port Arthur almost at once. If they do it will be a lasting disgrace to the Russian Army. Why, we kept the Boers out of Ladysmith for months, and yet that was an unfortified town in a plain surrounded with hills in possession of the enemy. Port Arthur is like the rocks at Coosoo. It is almost impregnable, yet to hear people talk one would suppose the Japs had only to look at it for it to capitulate. In my opinion—and I have been to Port Arthur—it will not be taken by direct assault unless the defenders are exhausted after a long siege. Here we talk of the war lasting over the winter and well into the next year!"

**BEZOBRAZOFF'S RAID.**  
The following report, dated July 5th, was sent by Admiral Skrydloff to the Tsar relating to the operations of the Vladivostok squadron:—The torpedo-boat flotilla and the transport *Zena*, under the command of Captain Baron Laren, reconnoitred Gensan, but no Japanese warships were found there. A coasting steamer and a schooner were destroyed after their crews had left the vessels. The flotilla also fired upon and destroyed many lighters lying close inshore. In the Japanese settlement and on the hills Japanese troops were observed mustering. They soon began to fire at our torpedo-boats, which responded and drove them away, afterwards burning down their barracks with shell fire. Our boats suffered no damage. The cruise, squadron, under the command of Admiral Bezobrazoff, passed the Coran channel on July 1st, but retreated on encountering seven large Japanese warships (4 armoured cruisers and 3 battleships) and one or two torpedo-boats. The Japanese pursued and fired at a distance of eighty cables, but without result. Our squadron did not respond. At 8 p.m. eleven torpedo-boats appeared, and made an attack upon our squadron, but again without result. Admiral Bezobrazoff believes that two Japanese torpedo-boats were sunk by the fire of our squadron. No sign of the enemy was visible on the following morning. Our squadron suffered no damage and no casualties. The British steamer *Chettanum*, which our squadron captured in the Japan Sea, arrived at Vladivostok on July 5th. The steamer was on her way from Otaru to Fusan with a cargo of sleepers and timber for the Seoul-Fusan Railway.

#### MRS. MAY'S "AT HOME."

Mrs. May's "At Home" at Mountain Lodge, was held yesterday afternoon. Though occasional bluntness of mist tailed across the gardens the air was not too moist, and the coolness, moreover, made things very pleasant. The grounds, recently skilfully laid out by the Botanical and Afforestation Department, made a gay picture. Some 400 guests were present. Two tennis courts, an "Aunt Sally," and a bicycle track were kept in full swing. The function lasted from 4 p.m. to about 6.30 p.m. The Band of the Sherwood Foresters was in attendance. The bicycle competitions and their results were as follows:—

1. Slow and bending race (for ladies). The conditions were:—Competitors to ride a given distance, passing through certain obstacles, and the one who is the last to pass the judge wins. No stopping or dismounting allowed. Each competitor to keep inside her own boundary lines. Winner: Mrs. Hastings.  
2. Matching the colour race (for Gentlemen nominated by ladies). Each competitor to ride to a certain spot. He will there find a parcel containing a colour. This he must unpack and take the colour back to his nominator who will be holding a bundle of colours. The gentleman to match the two colours and ride back to the judge. No assistance may be given the gentleman while he is matching the colours. Winner: Mr. Doran, nominated by Mrs. Chichester.  
3. Question and answer race (for gentlemen nominated by ladies). The competitor to fetch an envelope which contains three questions. He will take this back to his nominator who without any assistance, has to answer these. The first home with the most correct answers to win. Winners: Mrs. Hastings and Mr. Johnston.  
4. Potatoes (for ladies and gentlemen in pairs). Ladies start, carrying potatoes in spoons, and ride one length of the course, where they hand the spoon and potato to the gentleman, who rides back with it. The lady meets him again at the start and repeats as before. Length of race 4 lengths. Winner: Mr. Doran, nominated by Miss Berkeley.

#### CANTON NOTES.

[FROM OUR CORRESPONDENT.]

July 23rd.

**RAIN AND THE PLAGUE.**  
The heavy rains continue with us, and half the country-side is flooded. It is to be feared that the crops will be damaged, but so far the rice harvest has been excellent, as mentioned before. Against this damage to crops must, however, be set the immunity from epidemic disease. Plague has now entirely ceased, not only in Canton, but in the neighbouring great city of Fatsien, where it was very bad until lately. The rains later in the year will wash the cities free from disease.

#### PIRACY.

During the past three weeks three launches flying the British flag have been pirated in the neighbourhood of Samshui. No harm was done to the crews, and no great loss was incurred, but it is evident that notwithstanding periodic suppressions, the pirates return to their business.

#### THE REBELLION IN KWANGSI.

The most serious news received of late is that of the mutiny, or rising—for both elements seem to have existed—at Luchoo. This affair is by now well known in Hongkong, but some additional details may be given. The soldiers, joining forces with the rebels, seized a very large sum of money, the lowest estimate is one hundred thousand taels, and carried off five hundred women into the bargain. The local magistrate, who seems to have been very unpopular, was warned in time, and escaped into the hills. The rebels were very anxious to capture him, and he only escaped ultimately by disguising himself as a servant.

The Viceroy regards the affair as being very important, for he has gone up to Wuchoo. He left on the 17th in a tug with an escort of three cruisers, and will probably remain in Kwangsi for some time. There can be no doubt that the Luchoo mutiny is causing serious anxiety to the officials. The rebels have gained money and arms in large quantities, and will become more confident and aggressive than they have been hitherto. Unless trustworthy troops can be found to put down the rebellion, there is no telling where it may end.

[FROM THE "CHUNG NGOI SAN PO."]

#### A BANDIT BATTUE.

Viceroy Shun, who is on the way to Kwangsi to take command of the soldiers personally to suppress the bandits, arrived at Wuchoo on the 19th inst. His Excellency proceeded to the Yamen of the provincial Examiner, where he is now temporarily taking up his residence. He will start for Kweilin in a day or two, and has drawn from the Canton Treasury four hundred thousand taels to meet the war expenses, and further ordered to raise a sum of three hundred thousand taels for the same purpose.

#### THE SORROWS OF CHINA.

Some time last month a large band of robbers made an attack on the Yu-Lung village in San-Tak district. They broke into the house of a rich man named Fung, from which they carried away by force the owner together with his son and a visitor. The robbers asked twenty thousand dollars for the ransom of the captives, but as their request was not complied with, they killed the rich man and hung the corpse on a tree at the entrance of the village.

#### FLOODS.

Some two weeks ago a flood suddenly appeared in the To-Shing district on the West River, caused by the recent heavy rain. The water was about ten feet high above the level. The number of houses destroyed was sufficiently large to render many people homeless. Luckily the flood made its appearance in daylight, so that all the people could make good their escape.

#### ABOLISHING SINECURES.

An Imperial edict was issued on the 10th instant abolishing the post of the superintendent of Customs of Canton, the duties of which are to be amalgamated with that of the Viceroy. The edict further commanded the viceroys and governors of different provinces to abolish all other useless posts.

#### MISHAP TO THE "PRINZ HEINRICH."

Messrs. Melchers & Co., agents of the Norddeutscher Lloyd, kindly forward us a copy of the following telegram:—

"Colombo, 24th July.

"The s.s. *Prinz Heinrich* has returned to Point de Galle leaking. She struck a rock and will be delayed for three weeks. Mails and passengers will be forwarded by the Messageries Maritimes s.s. *Polynesien*."

The N. D. L. twin screw s.s. *Prinz Heinrich* is a well-known steamer at Hongkong. She was built in 1894, entirely of German material, at Mr. F. Schichau's yard, Danzig. Her length is 460 ft.; beam, 52 ft.; and depth, 32 ft. She has a carrying capacity of about 6,263 tons. She has two independent sets of engines, aggregating 6,000 i.h.p.

Point de Galle is a seaport on the south coast of Ceylon. It is situated 16 miles S. by E. of Colombo, which has superseded it as a place of call for mail steamers to the Far East.

#### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.00 a.m. The barometer has risen slightly in Mid China and fallen generally elsewhere, but particularly over the Pacific, to the East of Formosa, where a typhoon is at present raging. The direction of the typhoon is towards the N.W.

Gradients are very slight on the China Coast, but may be expected to become rapidly steeper, and strong N.E. winds may be anticipated in the Formosa Channel. Over the China Sea the same light S. to S.W. winds will prevail.

Forecast:—Light S. to S.W. winds, fine.

#### POLICE COURT.

Monday, 25th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

#### SAID TO BE LOOT.

Two Russians were charged by P. Sergeant O'Sullivan with unlawful possession of six pearls, valued at \$1,400.

Madame Papier, of the Colonial Hotel, acted as interpreter. The defendants, who said the pearls were a part of the loot at the Siege of Peking, were remanded.

#### BEACOMBERS.

Six Europeans were charged with sleeping in a marsh on military land. They were fined \$5 or seven days' imprisonment.

One of the men was also charged with failing to return to the House of Detention. For this offence he was sentenced to 21 days' imprisonment.

#### A BIG HAUL.

Three men were charged with stealing 143 watches from Mr. J. A. Rombach, a merchant residing No. 17A, Queen's Road Central. The house was broken into. The first defendant, who was arrested at Wanchai and found in possession of two watches, admitted the charge. He said that at the time of robbery he was posted at the door to receive the goods. The other two defendants, who were arrested at Queen's Road East, pleaded "not guilty."

The case was remanded.

#### ALLEGED TRIADS.

Fourteen men were charged on remand with being Triads. Mr. E. R. Hallifax, Acting Deputy Superintendent of Police, prosecuted.

An account of the raid has already appeared in our columns. There were more than thirty "exhibits" in the case. They included a number of paper flags, a bowl of samshu mixed with red paint, cups of samshu, tea, melon seeds, joss-sticks, candles, a yellow paper document, a pair of scissors, a bowl covered with paper which was pierced by the ends of joss sticks, books, &c. &c.

Inspector McDonald gave evidence regarding the prisoners, and then a Chinese constable explained how he had climbed on to the verandah and looked through a crack in the shutters to see what was going on inside. The first defendant, a *tsukong* in the Water Police, was sitting near the table with a red band around his head, and a sash across his body from the shoulder. In his left hand he held a pair of slippers, and in his right a book from which he was reading. Three men were kneeling in front of him, with their hair hanging down loose over their shoulders. The others assembled there were sitting down listening. To the right of the first defendant was a bamboo hoop, with red paper and rag attached to it, hanging on the wall. He broke into the room with an Indian constable, blew his whistle, and the other policemen rushed into the room. The men tried to escape, but offered no violence.

#### A CHINESE TRAIT.

On the 30th there will come up on remand a curious case for final disposal. The other day a Chinese visited Samsui Police Station and asked for a warrant for burying a dead body. Sergeant Gordon not only assented to the request, but said he would go with the applicant and inspect the corpse. The applicant led him to a small mendicant boat which was deserted by all but its supposed-to-be-dead occupant, but when the Chinese lifted the mat covering the remains he exclaimed, "Why, the man's alive," and ran off in a hurry. The sergeant went in pursuit and collared the man, who then and there confessed that he had been paid \$2 by two men in a neighbouring undertaker's shop to go to get a burial warrant from the Police Station. He conducted his captor to this shop and the two men were taken into custody also. From their statements it appears that they had been paid \$25 by a Chinese woman who was an old sweetheart of the dying man, to take his body away and get it buried after he should be dead, his death presumably being considered inevitable. When found in the mendicant boat, however, he was not in such an evil case after all, was removed to hospital, and is now reported to be doing well. A rather strange aspect is lent to the affair by the fact that when discovered in the sampan his hands were bound.

#### MARINE COURT.

Monday, 25th July.

BEFORE HON. CAPT. L. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

#### CAPTAIN V. CREW.

Mr. C. E. Cox, master of the British s.s. *Ascot*, charged his Chinese crew, consisting of the boatswain, three quartermasters and five sailors, with wilfully disobeying his commands aboard his steamer, in Victoria Harbour, on the 22nd and 23rd inst.

Complainant, sworn, deposed that on the 22nd inst., while bringing the vessel into dock at Kowloon, he saw one of the quartermasters, Ho Mok by name, displaying a threatening attitude towards the second mate. When in dock the second mate told him that Ho Mok would not do what he was told, and had challenged him (the second mate) to fight. While remonstrating with Ho Mok about his conduct the boatswain, Chan Chee, without any reason interfered, saying that he wanted to leave the ship and that he would get all the men to leave with him. The boatswain subsequently told all the men to knock off work. They had been told by the assistant shipping master to "turn to" again, but had not done so. That morning (25th inst.) he again went to the Shipping Office to be paid

off, but witness told them they must remain in the ship. They refused to do this, and said they would take the consequences.

The boatswain said that by the terms of agreement he could be discharged when he liked. Complainant explained that the agreement, a two years' agreement, had been read to the defendants by the acting shipping master.

The boatswain said he did not return on board because he did not think he would live.

The other defendants said they did not return because they did not wish to.

The boatswain was sentenced to 14 days' imprisonment and fined two days' pay, and the others were sentenced to seven days' imprisonment and fined two days' pay.

#### SHIPPING NOTES.

##### S'KAMER MOVEMENTS.

The P. & O. steamer *Nubia* left Singapore for this port on the 24th July, at 2 p.m., with the outward English mails, and is due here on the 29th July, at about 10 a.m.

The I.G.M. steamer *Prins Regent Luitpold* left Koba via Nagasaki and Shanghai on the 25th July, and may be expected here on Tuesday, the 2nd August.

The I.G.M. steamer *Preussen*, which left here on the 2nd July, a.m., arrived at Shanghai on Saturday, at 5 p.m.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 a.m. on Saturday, the 23rd July, and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 6 a.m. on Tuesday, the 26th July.

The C.P.R. steamer *Athenian* arrived at Shanghai at 8 a.m. on Sunday, the 24th July, and left again at 3 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on Tuesday, the 26th July.

The Ben Line steamer *Benzonrich*, from Antwerp, London and Straits, left Singapore on the 23rd July, and is due here on the 29th July.

##### WEATHER AT SEA.

Moderate S.W. monsoon and fine weather is reported by arrivals from all directions.

##### MISCELLANEOUS.

The C.P.R. *Tyler* arrived from Vancouver with the mail yesterday.

The *Yarus* arrived from Cardiff yesterday with 5,170 tons of coal.

The Rand coal-transport *Tweeddale* arrived from Durban in ballast yesterday.

The M.M. *Toucan*, from Marseilles, brought 234 bags of mail for Hongkong and Manila.

The M.M. *Tonkin* arrived yesterday from Japan and Shanghai.

The *Tyr* arrived from Hongkong yesterday with 3,113 tons of coal for Messrs. Shawan, Tomes and Co.

The *Orange* arrived from Bangkok yesterday with 1,400 tons of rice for Messrs. Sander, Weller & Co.

##### THE "MOBELL BAY."

The *Tweeddale* reports having spoken the barque *Mobell Bay*, of Glasgow, in Lat. 18° S., Lon. 84° 10' E. She was heading south and reported all well.

#### NAVAL NOTES.

##### "CENTURION'S" GUNSHOTS.

A communication to the *London Daily Mail* from a naval correspondent at Hongkong reflects upon the condition of the first-class battleship *Centurion's* gun-sights. When six months ago this ship was despatched to the Far East there were circumstances reported to the effect that she had sailed with her gun-sights in thoroughly defective order, but until the crucial test of prize-firing had been applied it was impossible, in view of the official assertions, to believe that these reports rested upon solid foundation. Now, however, that test has been applied, and a Hongkong correspondent gives the actual hits scored:—Fore-turret, firing with two 10-in. guns, 13 rounds fired, no hits. After turret firing with two 10-in. guns, 15 rounds fired, no hits. Total percentage of hits made by heavy guns to shots fired, seven; or one-seventh the average for smart ships in the service. Casemate guns (6-in. quick-firing), shots fired, 98 from 10 guns; hits made, 28. Percentage of hits, 27, or 23 under what would be expected from a smart ship. Three of the 6-in. guns fired between them 33 rounds without making a single hit on the target. The firing took place at Mira Bay on May 4-6. The gunner, firing were good shots, and have done well in other vessels, whence it is fair to conclude that they were so handicapped by the sights of the guns as to be virtually helpless. The deplorable figures obtained by the *Centurion's* guns have caused a great sensation in the China squadron. The two fore-turret 10-in. guns, which did not obtain a single hit, are the guns whose sights have been examined from time to time by various expert officers in the fleet, who have reported unfavourably upon them. At present, on the above figures, the *Centurion*, remarks the *Daily Mail*, is not an effective unit in the British fleet.

The *Terrible*, cruiser, was commissioned at Portsmouth, on 21st ult., by Captain A. T. Stuart to convey relief crews to the *Albatross*, battleship, and the *Robin*, shallow-draught steamer, on the China Station.

##### SENIOR NAVAL LORD.

Admiral Sir John Fisher, the new Senior Naval Lord, has, at one time or another, held almost every important position in the Navy afloat and ashore. Of all things he is a strong man, with broad and decided views, and a manner suggestive of the war admirals of olden days. Born in 1841, he went to sea as a naval cadet at the age of thirteen. Before he was fourteen he had seen service in the Crimea. Then, as Lieutenant, he helped his country against the Chinese, being present at the capture of Canton and the Peiho forts. In 1882 he took part in the Egyptian war, being in command of the *Inflexible* at Alexandria, after-

#### BATHING PARTIES.

Offer Splendid Materials for Picture Making. Take a KODAK with you. KODAKS from \$5.00 to \$100.00.

#### LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Some Premises as Messrs. Ah Chee).

[38]

Hongkong, 16th July, 1904.

wards landing with the Naval Brigade and having charge of the armoured train. In all these operations he revealed great resourcefulness, pluck, and endurance, and showed qualities which, in spite of his reputation of being a disciplinarian, won for him great popularity with both officers and men.

#### CHINESE LABOUR FOR THE RAND.

##### DISCUSSION IN PARLIAMENT.

In the House of Lords on 20th ult. there was discussed at considerable length the question of the introduction of Chinese labour into the Transvaal.

Lord Coleridge, who opened the debate, moved an expression of regret for the action taken by the Government. He dwelt on the conditions of labour, and the excessive death rate; but it was not, he said, a question whether capital alone, uncontrolled by any political or moral considerations, was to dictate the destiny of South Africa. We had broken down one oligarchy, but we had set up another infinitely more intolerant, unscrupulous, and dangerous to the Empire at large.

Lord Harris, as a director and chairman of two Transvaal Trust companies, gave some information as to the work of the natives in the new mines, and stated that the men in control of the mines, and who managed them, were profoundly indignant at the suggestion of being slave-drivers or slave-owners.

After some remarks from Lord Norton, the Duke of Marlborough read a telegram he had received from the Governor of Hongkong, to the effect that the emigrants were made thoroughly aware of the condition about taking out their families, and special preparations for their doing so were made on board, but none took advantage of it. The Government believed that great benefit would be the result of the arrival of the Chinamen at the Rand.

Earl Carrington suggested that the regulations under which Chinese labourers were taken to South Africa were contrary to the Common Law of England. Lord Onslow protested against the insinuation that the Government were not fully alive to the interests of the natives in South Africa, and did not think it would be found that Lord Coleridge had any ground for the accusation he had brought against the Government. It was the firm determination of the Colonial Secretary that nothing should be left undone to persuade the mine-owners to do everything they could to make the conditions of work for their men more favourable than they had been in the past.

Lord Ripon then addressed their Lordships, and the motion was thereafter negatived without a division. In the House of Commons on the 22nd question time was largely taken up with matters connected with the same subject. Mr. Lyttelton was closely pressed as to the minimum wages offered to Kaffir and Chinese labourers respectively, and said he did not think a minimum wage of 30s. a month to the Chinaman compared unfairly with a minimum wage of 45s. to the Kaffir.

Major Seely asked whether, in view of the repeated statements that the majority of the people of the Transvaal were opposed to the introduction of Chinese indentured labour, Mr. Lyttelton would give instructions for a vote by ballot to be taken, in order to fulfil the pledges given by the late Colonial Secretary. Mr. Lyttelton replied that a repetition of statements which were believed to be inaccurate did not alter the decision of His Majesty's Government, which had been communicated to the House on more than one occasion. He was therefore not prepared to give such instructions.

The Deputy-Speaker ruled that the outbreak of beri-beri among the Chinese coolies recently arrived in South Africa could not be discussed on a motion for the adjournment of the House, as the subject was covered by resolutions of which notice had been given.

The ruling of the right hon. gentleman was received with great displeasure by the Opposition. Mr. Balfour was appealed to, and he suggested that the subject should be gone into when the vote for the Colonial Secretary's salary came on for discussion. Various points of order were submitted to the Deputy-Speaker, and the incident closed in clamour.

#### MILITARY.

##### THE INDIAN CONTINGENT IN CHINA.

In the House of Commons on the 23rd ult., in answer to Sir S. King, who asked whether the attention of the military authorities in India had been called to the insalubrious state of the quarters and barracks of British officers and native ranks of the Indian contingent quartered in China at Shanhaikwan, Tientsin, and other stations, Mr. Arnold-Forster said—Money has been taken in Army Estimates for the improvement of the accommodation at Peking and Shanhaikwan, but there is no information at the War Office to show the exact progress made with the work. Further, no recent information as to the health of the troops has been received at the War Office, as the returns are sent to Army Headquarters in India; but the question is one of importance, as it concerns the health of officers and men, and I will cause further enquiries to be made.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

THE  
ROBINSON  
PIANO Co. LD.  
—  
UPRIGHT IRON  
GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY

PRICES \$400: Upwards.

BABY  
GRANDS  
ONLY 5 FEET LONG.

Hongkong, 8th June, 1904.

[1409]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February

1940



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the price is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. London.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th AUGUST, both days inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 26th July, 1904. [1820]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance will be effected.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 25th July, 1904. [1819]

STEAMSHIP "TOURANE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Memphis* and *Crinoid*, from Havre, ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, "To-day," 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after Tuesday, the 2nd August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd August, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 2nd August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1904. [1820]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUTIALA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1904. [1821]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles—

## NEW ADVERTISEMENT ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HALLOONG,"

Captain Crowe, will be despatched for the above ports TO-DAY, the 26th inst., at 11 A.M., instead as previously advertised.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 25th July, 1904. [1818]

## ENTERTAINMENTS

THEATRE ROYAL

CITY HALL.

THE

TAIPEH

DRAMATIC

COMPANY.

TO-NIGHT (TUESDAY), 26th JULY.

THE WAR BETWEEN JAPAN AND RUSSIA.

The Comedy

"NATURAL AND UNNATURAL"

JAPANESE ANCIENT SONGS AND DANCES.

Plan at City Hall.

Prices.....\$3, 2 & 1.

Doors Open at 8.00. Overture 8.45 and Commence at 9 P.M.

Late Train and "Star" Ferry Launch after the performance have been arranged.

Hongkong, 26th July, 1904. [1832]

THE GREAT SENSATION AND

ATTRACTION IN THE EAST

NEVER SEEN IN HONGKONG BEFORE.

SIMONS'

GRAND PANOPTICON, MUSEUM,

DIORAMA, CYCLOPAMA AND

WAX-WORKS EXHIBITION.

Des Vaux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!

FROM 6 TO 11 P.M.

and every day from 9 to 12 a.m. and from 5 to 11 p.m.

COME AND SEE

This unique and interesting Exhibition.

THE PANOPTICON.

A GRAND MARVELLOUS MAGNIFICENT AND EXTRAORDINARY SHOW.

ALL LIFE SIZE AND MOVING WAX FIGURES.

Made by the cleverest and best artists of Europe.

Hongkong, 25th July, 1904. [1809]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be given on the VOLUNTEER PARADE GROUND TO-MORROW (WEDNESDAY), July 27th, 1904, at 8 P.M.

Tickets, Price \$2 and \$1, may be obtained from Messrs. Kelly & Walsh, or Volunteer Headquarters.

If wet the Concert will be held in the City Hall.

Hongkong, 25th July, 1904. [1777]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, TO-DAY (TUESDAY), the 26th JULY, 1904, at 11 A.M., at the WATER POLICE STATION, Kowloon, 67 Bags SALT PETREE; And—

8 Bags SULPHUR.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd July, 1904. [1800]

TO LET

A LARGE AIRY FURNISHED ROOM, Bath Room attached, with Board, in a private English family.

Apply—K.

Care of Daily Press Office.

Hongkong, 21st July, 1904. [1775]

TO LET

NO. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on. Possession from 1st August, 1904.

Apply to—G. J. SEQUEIRA, Care of A. R. Marty.

Hongkong, 25th July, 1904. [1803]

TO LET

TWO ROOMS in Caine Road, with Bath Room attached, with or without Board.

Apply—"RADIUM," Care of Daily Press Office.

Hongkong, 23rd July, 1904. [1797]

## TO LET

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

2ND and 3rd FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [174]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD. Nos. 6 & 8, CASTLE ROAD. Nos. 74, CAINE ROAD.

Apply to—COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

TO LET.

1ST and 2nd FLOORS, No. 34, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—THE YEE WO, No. 36, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour.

NO. 52, HOLLYWOOD ROAD. OFFICES, CENTRAL POSITION. And others to suit various requirements. S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. [885]

TO LET.

NO. 1, RIPON TERRACE (in FLATS). No. 4, RIPON TERRACE.

NO. 37, WONG-NEI-UNG ROAD, facing Race-course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER), GODOWNS, PRATA EAST.

NO. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 19th June, 1904. [75]

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—P. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon.

Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

Immediate Possession—for 18 months.

Apply to—"LEIGHTOR," the Peak.

Apply to—JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).

Apply to—LEUNG TUNG PING, Care of Kin Lee & Co., 4, Queen's Road East.

Hongkong, 19th July, 1904. [1756]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

WAVELRY HOTEL, No. 8, ICE HOUSE STREET.

THE EYRIE (PEAK).

BELLIOUS TERRACE, Nos. 10, 13 & 21, No. 3, SEYMOUR TERRACE (Furnished), "BANGOUR" (PEAK) from 1st August.

Apply to—Linstead & Davis.

Hongkong, 21st July, 1904. [1429]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East.

Apply to—JARDINE, MATHESON & CO.

Hongkong, 15th July, 1904. [1717]

## TO LET

TO LET—AT KOWLOON.

From 1st September next.

NO. 3, LYENGOON VILLAS. A Five-Roomed House, with joint use of Tennis Court.

Apply to—LEO D'ALMEIDA & CASTRO, 39 & 41, Des Vaux Road.

Hongkong, 20th July, 1904. [1767]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—THE SECRETARY, The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

TO LET.

FURNISHED or Unfurnished, ONE ROOM and BATH ROOM attached Central.

Apply—F. M., Care of Daily Press Office.

Hongkong, 20th July, 1904. [1766]

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJOM MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 28th day of JULY, 1904, at 4 P.M., for the purpose of considering and if thought fit passing the following Special Resolution, that is to say:—

"That the Company be wound up voluntarily and that William Kerfoot Hughes and Arthur Rylands Love be and they are hereby appointed Liquidators for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

By Order, A. R. LOWE, Secretary.

Hongkong, 20th July, 1904. [1730]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 13th July, 1904. [1765]

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, General Agents for

THE WEST POINT BUILDING CO., LD., Hongkong, 13th July, 1904. [1766]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1904, of FOUR DOLLARS per Share.

Dividend Warrants may be obtained on application at the Office of the Company on and after Tuesday, the 2nd August.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 31st JULY, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th July, 1904. [1779]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Share



## FOR SALE

## FOR SALE

**STEAKWOOD STEAM LAUNCH** in Good Working Order and condition.  
Length 36 feet.  
Breadth 7 feet.  
Depth 3 feet 6 inches.  
Engines, Compound Outboard Condensing.  
Price \$3,250.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 31st May, 1904. [1374]

## FOR SALE

**POSTAGE STAMPS.** Complete Price list for 1904 now ready. Sent post free on application.  
GEO. E. ANTHONISZ,  
Sea Spray, Colpetty,  
Colombo, Ceylon.  
Hongkong, 19th July, 1904. [1751]

## FOR SALE

**NOS. 1, 2 or 3, STEWART TERRACE.**  
THE PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 21st May, 1904. [129]

## WANTED.

**BY a Gentleman, a FURNISHED ROOM,** with or without Board, in Hongkong.  
Please apply to—  
"P. L."  
Care of Daily Press Office.  
Hongkong, 20th July, 1904. [1765]

## WANTED.

**BY a Young and Capable Englishman,** a position as BOOKKEEPER, TYPE-WRITER, or General Office Assistant, with a good knowledge of French.  
Apply to—  
J. F. H. H.,  
Care of Daily Press Office.  
Hongkong, 12th July, 1904. [1783]

## ACCOUNTS.

**AN EXPERT BOOKKEEPER,** having spare time, would be pleased to take charge of a set of Books.  
Considerable experience in formulating systems of subsidiary accounting.  
Able to demonstrate the position of a firm in the most concise manner.  
Entangled accounts straightened out.  
Accounts supervised.  
Moderate Remuneration.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 16th July, 1904. [1732]

**A. LING & CO.,**  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

## INSURANCES

**L. UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.**

**THE** Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.  
SIEMSEN & CO.,  
Hongkong, 1st January, 1904. [105]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [199]

## PHENIX FIRE OFFICE.

**THE** Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
DOUGLAS LAFRAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [29]

## NORTHERN ASSURANCE CO.

## FIRE and LIFE.

ESTABLISHED 1833.

**THE** Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.  
TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [1267]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

**TOTAL FUNDS AT 31st DECEMBER, 1903,** £16,393,650.

I. AUTHORIZED CAPITAL... £3,000,000.  
Subscribed CAPITAL... 2,750,000.  
PAID-UP CAPITAL... 2,750,000 0  
II. FUND FUNDS... 3,053,931 12 3

**THE** Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1610]

**THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.**  
INCORPORATED A.D. 1831.

## MARINE BRANCH.

**THE** Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.  
ALEX. ROSS & CO.,  
Hongkong, 28th April, 1904. [1121]

**THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.**

## FIRE BRANCH.

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.  
HOLLAND-CHINA TRADING CO.,  
Hongkong, 26th November, 1903. [12160]

## INTIMATIONS

## A SANE STOMACH.

## ITS IMPORTANCE TO THE BRAIN.

Some time ago a discussion was carried on in one of the leading London papers as to whether we eat too much, and one writer made the forcible remark that "A sane mind is more dependent on a sane stomach than may seem at first sight."

There is so much truth in the remark that one feels compelled to pause for a moment and consider the assertion.

The writer did not mean that injudicious or over-eating caused insanity, but he undoubtedly meant that when we put food into the stomach that did not agree with it, there were produced those disorders such as Indigestion, Constipation, Headaches, and kindred ailments, which affect the brain and cause irritability, nervousness and inability to concentrate the mind upon a business or social problem long enough to properly solve the vexed question.

A sane stomach means all the machinery of the human system working with that clock-like precision of a mechanical engine. That means perfect health.

The best regulator for the stomach is Abbey's Effervescent Salt. It makes an insane stomach sane, it makes a disordered stomach healthy, it drives away those diseases caused by the irregularity of the action of the stomach; and all this means a clear brain to grapple with life's problem, a bright eye, an elastic step, and reserved energy for an emergency.

Without question, Abbey's Salt is the remedy to use. Its superiority to other salts is like that of the present express train over the travelling coach of a century ago; it is the only up-to-date, 20th century saline in existence. If you try a bottle you will demonstrate to your own satisfaction the truth of this assertion.

Remember, Abbey's Salt will make the stomach sane, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abbey's Salt.

Sold in two sizes by all Chemists or Stores, and by WATKINS, LTD., and A. S. WATSON & CO., LTD., Hongkong. [1449-7]

## ROYAL AERATED WATERS MANUFACTORY.

**PRODUCE** the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

**REPORT OF AN EXPERT.**  
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the completeness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Lee House Street. Tel. 374.

F. P. DANENBERG,  
General Manager.  
Hongkong, 11th May, 1904. [122]

**NOTICE IS HEREBY GIVEN** that it has been ascertained that a quantity of FLOUR of Inferior Quality to the Flour Manufactured by the STOCKTON MILLING COMPANY, of San Francisco, California, and known as the "Crown" Brand, has been improperly packed by certain Flour Dealers in bags which bear upon them the "Crown" Trade Mark of the Stockton Milling Company, and that such Flour has been passed off to purchasers thereof as the "Crown" Brand Flour Manufactured by the Stockton Milling Company which Flour has of late years become well known on the Hongkong market as Flour of the most superior quality.

Persons purchasing "Crown" Brand Flour are therefore warned, and requested, to examine all bags supplied to them which purport to contain such flour, and to satisfy themselves that such bags are bags manufactured by, or for the use of, the Stockton Milling Company of San Francisco and have not been resealed or otherwise tampered with.  
Hongkong, 22nd July, 1904. [1789]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 66.

Additional Light at Whampoa Barrier.  
**NOTICE IS HEREBY GIVEN** that on or about the 21st instant, a Spar Beacon surmounted by a disc and showing at night a red light (unclassified) will be placed on the Northern edge of the channel immediately below the steamer passage through the Whampoa Barrier.

J. HOWELL MAY,  
Harbour Master.  
Approved,  
R. DE LUCA,  
Acting Commissioner of Customs.  
Custom House,  
Canton, 20th July, 1904. [1738]

## TONG CHONG WO &amp; CO.

No. 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES.  
They are made of best Havana leaves and possess a mild and choice flavour.  
Inspection courteously invited.  
Hongkong, 25th May, 1904. [133]

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.  
WM. FARLANE, Manager.  
Hongkong, 18th November, 1901. [57]

## JAPAN'S FOREIGN TRADE FOR JUNE.

The war has now been in progress for five months, but during those months the monthly trade return of the Department of Finance has revealed few indications of stagnation in trade. On the contrary the bulk of foreign trade increases, and each month shows a grand total of Exports and Imports in excess of the total trade for the corresponding month of the previous year. Yet depression undoubtedly exists, for we hear of it day by day, not only from the popular journals, but from foreign merchants and others. To a large extent the depression is confined to the domestic trade of the country, which is the first to suffer in time of war, and which in Japan has been greatly injured by the short-sighted policy adopted of restricting public works and refraining from the use of domestic commodities, under the impression that by this means the country will benefit and the War Fund be increased. This view has undoubtedly taken deep hold, for in one section of the country we hear of the almost total extinction of the domestic Habutai trade, meaning poverty to some thousands of workers, while in another silk district, which depends upon its foreign trade, unprecedented prosperity is being experienced, or was a few weeks ago, because of the large demand abroad since the commencement of the war for Japanese silks, which have become fashionable, particularly in London. The aggregate Exports for the month of June are valued at 22,636,891 yen, as against 20,663,333 for June last year. The prosperity of the Habutai Silk industry at Fukui is shown by the fact that last month Habutai to the value of 3,229,322 yen was exported, as against 2,502,450 yen for the corresponding month of last year. It was the worst that the aggregate trade for six months in this article shows an increase of 50 per cent. over that for the corresponding period of last year. Most of the manufactured articles exported last month also show large increases compared with the value of the exports in June, 1903. Thus Silk Handkerchiefs show an increase of nearly 100 per cent. Cotton Tissues over 100 per cent. Towels 80 per cent. Matches 30 per cent. Matting 70 per cent. and Cigarettes 70 per cent. approximately. The trade in the above and in Umbrellas, Lacquer Ware, and Porcelain, is certainly not large, but altogether it amounts to 8,428,324 yen for the month, an increase compared with the corresponding month of last year of over two millions. In manufactured articles half wrought, Raw Silk shows a similar increase to Habutai, the last month being 2,419,230 yen, against June 1903, 1,129,149 yen. There was a slight decrease in the export of Tea, which is not in a very flourishing condition this year. Camphor shows a decided falling off. There was a general decrease in Raw Products exported, with the exception of Rice, the aggregate export of this group showing a falling off of a million and a half. The value of the imports for June was in excess of the value last June to the amount of 1,107,474 yen, which is perhaps much below the increase that would have been recorded if the country had not been disturbed by war. A great deal of iron was imported last month, and also machinery. Steam vessels were purchased to the value of 748,557 yen. The trade in Raw Cotton, Cotton Yarn, Wool, Flax, &c., was about stationary when taken together, while an increase of a million yen occurs in the figures for the small imports grouped under the head of Others. In Group II, which is regarded as consisting of luxuries, there is a great decrease in all the principal articles, but the small items grouped under "Others" show an increase in the aggregate of nearly a million yen. The use of luxuries, however, according to this table, has declined by about 30 per cent. In Group III, the only increase is that recorded for Kerosene, which shows the large advance of 150 per cent. The import of Rice, it will be seen, has dropped 40 per cent., in consequence of the good harvest last year as compared with the bad harvest of the year preceding. Flour, of which great quantities were supposed to be coming from the Pacific Slope, has decreased considerably, although for the six months the increase is 2,015,236 yen as compared with the first half of last year. The first six months' foreign trade of the year is certainly gratifying, there being a total increase of Yen 35,657,263. Nevertheless the export of Specie and Bullion continues very large. Last month it was Yen 9,173,083, making the total for the half-year Yen 81,471,761; as against Yen 53,586,373 for the six months of 1903. A considerable increase in the import of Silver is noted.—*Kobe Chronicle*.

**THE** Undersigned have come well out of the recent losses of Japanese transports. The *Katsuno Maru*, sunk by collision at Moji, is not insured. The *Tateno Maru*, ashore, was also not insured. Both these casualties would have fallen upon ordinary marine policies. The *Hikita Maru* and the *Sado Maru* were never written covering marine perils only, and the loss through the Russian attack upon them was excluded. It is abundantly clear, however, that the existence of a state of war materially increases marine risks, apart from the special hazards arising from attack by the enemy. The market for time risks on hulls has been weakened a good deal lately in spite of the concerted efforts of underwriters to maintain rates and values. But there are signs that the competition between Liverpool and London, to which much of the reductions were due, is becoming less acute. In spite of the hunger for business an increasing number of underwriters are becoming convinced that nothing but disaster can follow the game of "bigger my neighbour." The first interest of shipowners, merchants, and underwriters is the maintenance of marine insurance business on a basis which permits of moderate profit to the insurance market; on no other terms can that degree of strength be preserved which is of the essence of all insurance.

The steamer *Ohio*, at Seattle, has sustained damage to the extent of 25,000 by fire; and the meat cargo of the steamer *Highland Mary*, from the River Plate to Cape Town, has been seriously damaged through an accident to the ammonia cooling apparatus.—(*Times*).

## LLOYD'S AND MARINE INSURANCE COMPANIES.

**BEFORE GOING TO BED** use **CALVERT'S CARBOLIC Tooth Powder**.  
This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.  
P. C. CALVERT & Co., Manchester, Eng.

**THE** Undersigned have come well out of the recent losses of Japanese transports. The *Katsuno Maru*, sunk by collision at Moji, is not insured. The *Tateno Maru*, ashore, was also not insured. Both these casualties would have fallen upon ordinary marine policies. The *Hikita Maru* and the *Sado Maru* were never written covering marine perils only, and the loss through the Russian attack upon them was excluded. It is abundantly clear, however, that the existence of a state of war materially increases marine risks, apart from the special hazards arising from attack by the enemy. The market for time risks on hulls has been weakened a good deal lately in spite of the concerted efforts of underwriters to maintain rates and values. But there are signs that the competition between Liverpool and London, to which much of the reductions were due, is becoming less acute. In spite of the hunger for business an increasing number of underwriters are becoming convinced that nothing but disaster can follow the game of "bigger my neighbour." The first interest of shipowners, merchants, and underwriters is the maintenance of marine insurance business on a basis which permits of moderate profit to the insurance market; on no other terms can that degree of strength be preserved which is of the essence of all insurance.

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## THE COMMERCE OF HAWAII.

Governor Carter took to Washington with him some statistics on this subject, brought down to June 30, 1903. These were prepared upon request from the White House in the office of the Secretary of the Territory, Hon. A. L. C. Atkinson, and cover a wider range of information regarding Hawaii than the more generalized statement that originated with the Bureau of Statistics in Washington, and which included all the outlying possessions of the United States.

Secretary Atkinson's report showed that, since 1897, the year before the annexation of Hawaii by the United States, the exports from this Territory have practically doubled, increasing from \$13,687,789 during the fiscal year ending June 30, 1897, up to \$26,242,869 during the year ending June 30, 1903. Within the same period the imports of merchandise from the United States have more than doubled, from \$4,690,075 in 1897, to \$10,840,472 in 1903. Last year the balance of trade in favour of this Territory was \$15,400,000.

A remarkable exhibit is made by comparing the trade growth per capita of population in Hawaii, which shows an increase from \$131 up to \$247, under annexation, for every man, woman and child in the country, a total per capita of trade that is more than eight times greater than that of the trade per capita for the entire United States. Thus:

HAWAII'S PER CAPITA OF TRADE.				
Fiscal Year	Imports	Exports	Total	
1897	\$31.59	\$ 97.77	\$131.27	
1898	42.20	122.76	164.96	
1899	66.16	127.36	193.52	
1900	90.00	138.65	228.65	
1901	128.02	186.02	314.04	
1902	164.86	242.86	407.72	
1903	227.27	320.27	547.54	

1903 Per capita foreign trade of United States \$ 30.43  
Last year's imports into Hawaii from foreign countries amounted to \$3,036,583 as compared with \$10,787,666 from the Mainland. The principal sources from which foreign goods were received were:

Japan, \$910,086; mostly saki, rice and other provisions.  
British East Indies, \$67,967; mostly jute bags.  
Germany, \$432,498; miscellaneous merchandise.  
Australia, \$382,594; almost entirely coal.  
China, \$271,173; nitrates.  
United Kingdom, \$259,311; miscellaneous merchandise.  
Hongkong, \$197,043; Chinese provisions and other goods.  
This leaves only \$100,000 worth of goods supplied by all other foreign countries.

Hawaii's staple product for export is, of course, sugar, and its output has more than doubled in quantity and in value within the past eight years, though there has been but little variation in the average export price for each year. A. This is the principal commodity that affects the prosperity of the Territory its importance will be realized from the following exhibit:

QUANTITY AND VALUE OF SUGAR EXPORTED.				
Year ending	Pounds	Value	Price per lb. cents	
1896	352,175.242	\$11,336,796	3.22	
1897	431,196,580	13,164,379	3.05	
1898	499,766,798	16,660,109	3.33	
1899	462,293,880	17,237,583	3.72	
1900	504,713,105	20,392,150	4.05	
1901	690,877,324	27,093,563	3.92	
1902	730,553,357	24,147,384	3.35	
1903	774,835,420	25,465,733	3.31	

All of this sugar is sold in New York or San Francisco, and it affords cargoes, for American steamers and sailing vessels, amounting to almost 400,000 short tons besides the smaller shipments of coffee, sisal, fruits, hides, etc.

Last year there were 61 steamers and 211 sailing vessels that entered at Hawaiian ports from the Mainland, and 247 cargoes of 299,584 tons left this Territory for ports of the Mainland in the same period, all of these cargoes being carried in American bottoms. Only five American vessels, of 4,238 tons register, left here in ballast, while twenty vessels of foreign nationality, of 25,387 tons register, had to go elsewhere in ballast seeking freight. As a matter of fact, no American vessel leaves this American Territory for the Mainland every one and a half days with a cargo produced on American soil for the consumption of the American people. [*Hawaiian Gazette*].

## ROWLAND'S MACASSAR OIL FOR THE HAIR.

Preserves, Beautifies, Nourishes It.  
Keeps the Hair Soft, Silky, and Glossy.  
No. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

353-1

## HIRANO WATER.

**THE QUEEN OF TABLE WATERS.**  
PURE, SPARKLING, INVIGORATING.

**THE LEADING MINERAL WATER OF THE EAST**  
Bottled in Japan by H. E. REYNELL & Co.

**BWARE OF JAPANESE IMITATIONS.**

**F. BLACKHEAD & CO., AGENTS.**  
Hongkong, 31st July, 1903. [1166]

## MAIL TABLES FOR 1904.

Mounted on Card ... 3/6 cents  
Paper ... 2/6 cents

On Sale at the Daily Press Office.  
Hongkong 5th March, 1904.

## NOTICE TO SHIPPERS.

**THE NIPPON YUSEN KAISHA** are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWNSHIP CO.'S OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904. [1290]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**  
ALEXANDRIA & CAIRO, EGYPT.  
**FINEST EGYPTIAN CIGARETTES.**

TRADE MARK.



**LOTUS.**  
Large Size \$5.00 per 100  
Gold Tippee Medium Size \$3.75 per 100  
ZAFAR,  
Large Size \$4.00 per 100  
Medium Size \$3.20

**KARIM,**  
Large Size \$3.75 per 100  
Medium Size \$3.50  
**THABIT,**  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] **KRUSE & CO., CONNAUGHT HOUSE.**

## JAPAN COALS.

**ITSUI BUSSAN KAISHA (MITSUI & CO.)**

HEAD OFFICE:—1, SHIBUYA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 10A HOUSE STREET

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chiofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saio, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

**CONTRACTORS OF COAL** to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

**SOLE PROPRIETORS** of the Famous Mitsui, Tagawa, Yamanashi and Ida Coal Mines; and **SOLE AGENTS** for Hokkaido, Hon



## SHIPPING.

## ARRIVALS.

CARL DIEDERICHSEN, German str., 774 H. Schlicker, 25th July, Haiphong 22nd July and Hoihow 24th, General.—Johnson & Co.

HAIPHONG, British str., 783, E. S. Crowe, 24th July, Amoy and Tamsui 23rd July, General.—Douglas, Lamson & Co.

KWONGSANG, British str., 1,427, Lake, 25th July, Shanghai 20th, July, General.—Jardine, Matheson & Co.

LOONGSANG, German str., 1,245, Kalkofen, 24th July, Waha and Chinkiang 20th July, General.—Stenson & Co.

LOONGSANG, British str., 1,902, G. S. Weigall, 25th July, Manila 22nd July, General.—Jardine, Matheson & Co.

MATHILDE, German str., 875, Schlicker, 25th July, Tamsui 21st July and Hoihow 24th, General.—Johnson & Co.

ORANGE, British str., 1,401, Joh. Danneberg, 25th July, Bangkok 15th July, Rice.—Sander, Weller & Co.

PROCE, German str., 867, F. Bremer, 25th July, Swatow 24th July, General.—Stenson & Co.

TAIWAN, British str., 1,109, H. Harder, 25th July, Canton 24th July, General.—Butterfield & Swire.

TARTAR, British str., 1,425, F. W. Evans, R.N.R., 25th July, Vancouver via Japan 25th July, General.—C. P. B. Co.

TOKIN, French str., 2,327, H. Schmitz, 24th July, Yokohama, Kaituma and Shanghai 22nd July, General.—Messageries Maritimes.

TOURNAI, French str., 3,011, K. Girard, 24th July, Manille 20th June and Saigon 22nd July, Mail and General.—Messageries Maritimes.

WATSON, German str., 1,033, H. Kraft, 25th July, Swatow 24th July, General.—Osaka Shosen Kaisha.

TWEDDALE, British str., 2,873, T. Milne, 25th July, Darba 25th June, Glibb, Livingston & Co.

THE Norwegian str., 1,718, D. L. Danielsen, 24th July, Hongkong 22nd July, Canton.—Sander, Weller & Co.

VENES, British str., 2,303, Fonghor, 24th July, Cardiff 8th June, Coal.—Order.

ZAVIRO, British str., 1,611, Rodger, 25th July, Manila 22nd July, General.—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 25th July.

Borneo, German str., for Sandakan.

Esang, British str., for Canton.

Gato, Norwegian str., for Rajahmundry.

Avonport, British str., for Canton.

Loongmoo, German str., for Canton.

Pernia, Austrian str., for Singapore.

Progres, German str., for Hoihow.

Tidjap, Dutch str., for Shanghai.

Tjupan, Dutch str., for Singapore.

## DEPARTURES.

25th July.

ADAMANTON, Portuguese str., for Shanghai.

ELGIN, British str., for Mira Bay.

HAYN HO, Chinese str., for Canton.

KAIKONG, British str., for Cebu.

KWANGTAN, Chinese str., for Shanghai.

LYEEMOON, German str., for Canton.

TAIYU, German str., for Saigon.

TOURNAI, French str., for Shanghai.

TYR, Norwegian str., for Canton.

## VESSELS IN DOCK.

25th July.

ANKEREN DOCKS.—Glenalloch.

Kowloon DOCKS.—U. S. S. Pathfinder.

Daguer, Shanghai, Chantrea, Quanguan, Matilda, Maria L. Leguipi.

COSMOPOLITAN DOCK.—H. M. S. Hart, H.M.S. Otter.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR," Captain E. Fey, will be despatched for the above ports TO-DAY, the 26th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 16th July, 1904. [1762]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above, FRIDAY, the 26th inst., at 4 P.M. This Steamer has superior accommodation for first-class passengers and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd July, 1904. [1806]

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"BEDOUIN" ... 10th Aug.

"LOWTHER CASTLE" ... 25th Aug.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th July, 1904. [877]

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA SUEZ CANAL

## THE Steamship

"EPSOM," Captain J. White, will be despatched for the above port on THURSDAY, the 25th August. For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 25th July, 1904. [1830]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ANAPA, British Ship, J. M. Williamson—Shewan, Tomes & Co.

ELPHINE, British 4-m. barque, J. McBryde—Standard Oil Co.

INKVAL, British str., Pearson—Arnhold, Karberg & Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTHIRE, British Ship, T. E. Burch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longdon	P. & O. S. N. Co.	30th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	KEMUN	Brit. str.	Butterfield & Swire	Butterfield & Swire	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	SOCOTRA	Brit. str.	C. J. Benton	P. & O. S. N. Co.	About 5th Aug.
LONDON, AMSTERDAM & ANTWERP	MOYONE	Brit. str.	Butterfield & Swire	Butterfield & Swire	16th Aug.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	30th Aug.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	15th Sept.
MAARSEILLES, LONDON & ANTWERP	BUENTAUER	Brit. str.	R. L. Kitson	NIPPON YUSEN KAISHA	28th inst., D'light.
MAARSEILLES, LONDON & ANTWERP	BENLARIO	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	About 9th Aug.
BREMEN, VIA PORTS OF CALL	P. R. LUTFOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	31st inst.
HAVRE & HAMBURG	C. FERD LAEISE	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th Aug.
HAVRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Raarden	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Mittelfeld	HAMBURG-AMERIKA LINIE	5th Sept.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	20th Sept.
GENOA, MARSEILLES & LIVERPOOL	SARPEDON	Brit. str.	Dodwell & Co., LD.	Butterfield & Swire	20th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	BEDOUIN	Brit. str.	J. White	DODWELL & CO., LTD.	About 10th Aug.
NEW YORK, VIA SUEZ CANAL	EPSOM	Brit. str.	Habol	SHAWAN, TOMES & CO.	25th Aug.
NEW YORK, VIA SUEZ CANAL	NEUBIA	Ger. str.	Habol	HAMBURG-AMERIKA LINIE	20th Aug., 4 P.M.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	Geo. Wright	CANADIAN PACIFIC R. CO.	3rd Aug.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	Geo. Wright	CANADIAN PACIFIC R. CO.	10th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	HYADES	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	30th inst.
PORTLAND, OREGON	MACHAON	Brit. str.	Bahle	Butterfield & Swire	11th Aug.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	Butterfield & Swire	15th Aug.
SHANGHAI	TAIWAN	Brit. str.	F. N. Tildard	Butterfield & Swire	30th inst.
SHANGHAI	WUJONG	Brit. str.	F. N. Tildard	Butterfield & Swire	28th inst.
SHANGHAI	NEUBIA	Brit. str.	F. N. Tildard	Butterfield & Swire	About 29th inst.
NINGPO & SHANGHAI	TAIWAN	Brit. str.	F. N. Tildard	Butterfield & Swire	To-day.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	3rd Aug., 10 A.M.
TAMSI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	31st inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	TAIROS	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIRONG	Brit. str.	Crowd	DOUGLAS LARBAIK & CO.	To-day, at 11 A.M.
SWATOW, WEINHAWEI, CHEFOO & T'SIN	KANSU	Brit. str.	Crowd	DOUGLAS LARBAIK & CO.	28th inst.
MANILA	TAMING	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow.
MANILA	LOONGSANG	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	23rd inst., at 4 P.M.
MANILA	TAIYU	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	30th inst., 10 A.M.
MANILA	MAHILA	Brit. str.	R. W. Almond	SHAWAN, TOMES & CO.	6th Aug., 10 A.M.
MANILA	SHAWAN	Brit. str.	W. M. Smith	SHAWAN, TOMES & CO.	About 12th Aug.
KUDAT & SANDAKAN	BORNEO	Ger. str.	E. Muhl	MELCHERS & CO., LD.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	To-day, at 3 P.M.

## NIPPON YUSEN KAISHA.

## AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU," will be despatched as above on FRIDAY, the 26th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1904. [1583]

## FOR NEW YORK VIA SUEZ CANAL

## THE Steamship

"NEUBIA," Captain Habol, will be despatched for the above port on SATURDAY, the 30th August, at 4 P.M.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st July, 1904. [1782]

## "BEN" LINE OF STEAMERS.

## FOR MARSEILLES, LONDON AND ANTWERP.

## THE Steamship

"BENLARIO," Captain Wallace, will be despatched as above or about the 9th August.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd July, 1904. [1793]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every 7th night.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO., HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU," Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1901. [420]

## HONGKONG-CANTON LINE.

## THE British steamship

"YING KING," Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, 27th February, 1904. [75]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.

R.M.S. "TARTAR" ... 4,225 Tons ... WEDNESDAY, 10th Aug.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$82

Intermediate or Steamers, ... \$40. ... \$42

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAN OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

6)

## OSAKA SHOSEN KAISHA

## REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

FOR ANPING, VIA SWATOW ... "TRIOS" ... WEDNESDAY, 27th July, at 10 A.M.

TAMSI, VIA SWATOW ... "FRITHJOF" ... SUNDAY, 31st July, at 10 A.M.

FOOCHOW, VIA SWATOW ... "TRIUMPH" ... WEDNESDAY, 3rd Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply to the Company's local Branch Office at No. 8 Dea Voux Road Central.

Hongkong, 9th July, 1904. T. ABIMA, Manager [15]

## NORTHERN PACIFIC LINE.

## BOSTON &amp; CO. BOSTON TOWBOAT CO.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

HYADES ... 3,753 ... Geo. Wright ... Saturday, July 30th

SHAWMUT ... 9,605 ... W. M. Smith ... Thursday, September 1st

TREMONT ... 9,605 ... T. W. Garlick ... Saturday, October 1st

## Cargo only.

## FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,605 tons ... W. M. Smith ... About 12th August.

S.S. TREMONT ... 9,605 tons ... T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 13th July, 1904. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND

## SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

## PORTLAND, OREGON

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"ARABIA" ... 4,483 ... Bahle ... August 13th, 1904.

"ARAGONIA" ... 5,198 ... Scheldt ... September 14th, 1904.

"NUMANTIA" ... 4,370 ... Wagner ... October 10th, 1904.

"NICOMEDIA" ... 4,370 ... Wagner ... October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th July, 1904. [174]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR SHANGHAI ... { NUBIA ... F. N. Tildard ... About 29



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DU
GLASGOW and LIVERPOOL	"AJAX"	On 26th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"KEERUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 15th September.

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 11th August.

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[10-11]

Hongkong, 7th July, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"TAIWAN"	On 26th July.
MANILA, SWATOW, WEIHAWEI, KEELUNG, and TIENTSIN	"KANSU"	On 27th July.
SHANGHAI, TIENTSIN, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 30th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[12]

Hongkong, 26th July, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE British Steamship

"BUENOS AIRES."

Captain R. L. RUSSELL, will be despatched as above on THURSDAY, the 26th inst., at DAYLIGHT.

For Freight, apply to  
A. S. MIHARA, Agent.  
[1656]

Hongkong, 7th July, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT."

Captain C. R. LONDON, R.M.S., carrying His Majesty's Mails, will be despatched from Hongkong for Bombay, etc., on SATURDAY, the 30th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Egypt," 7,912 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT, Superintendent.  
[1656]

Hongkong, 13th July, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

MAP OF THE SIKANG or WEST RIVER  
From Hongkong to Wuchow, Showing the Ports and Calling Places.  
Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents, Cash.  
Hongkong, 1st April, 1897.

## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.  
THE Steamship

"PREUSSEN,"  
OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., To-day, the 26th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 1st of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCBERS & CO.,  
Agents.  
Hongkong, 26th July, 1904. [5]

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE AND MOJI.  
THE J. C. J. Line Steamship

"TUPANAS,"  
Captain P. Zwart, having arrived from above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of July, will be subject to rent.

All Claims for damage must be sent in before the 31st July or they will not be recognized.

No Fire Insurance will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Samarang, Sourabaya and Macassar on the 26th inst.

Head Agency of the  
JAVA-CHINA-JAPAN LINE,  
Alexandra Buildings.  
Hongkong, 22nd July, 1904. [1856]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"NIPPON,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—  
From Levant ex s.s. "Gortia," transhipped at Port Said.  
From Venice ex s.s. "Venus," transhipped at Trieste.

From Zanzibar and South Africa ex s.s. "Africa," transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 27th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th July, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELEK & CO.,  
Agents.  
Hongkong, 21st July, 1904. [13]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th July, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELEK & CO.,  
Agents.  
Hongkong, 22nd July, 1904. [13]

HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road, Also at Shanghai, Manila, Paris and Rio de Janeiro.

PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Ration's Genuine Compound Red Head Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 144, Des Voeux Road.

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

No Charge for INITIAL INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL

INSTALLATIONS.

Estimates given for all kinds of Electric work.

Address—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.,  
Manager.

Hongkong, 16th April, 1904. [21]

NOW ON SALE.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—  
"Chalmers' Vocabulary" contains about 16,000 Chinese characters and Mandarin's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be of invaluable assistance. It comprises upwards of two thousand large quarto pages.

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VAL OF DOON, Sarawak barque, 669, J. Petersen, 22nd June.—Rajang (N.W. Borneo) 9th June, Timber.—Standard Oil Co.

BRITISH WARSHIPS.

CHESTER, water tank and tug.

HANDY, torpedo boat destroyer.

HART, torpedo boat destroyer.

HUMBER, British storeship, 1,640, Lieut. McRae, 23rd July.—Weihsaiwei via Amoy 15th July.

OCEAN, 1st-class battleship, Capt. T. Y. Groat.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

TART, torpedo-boat destroyer.

TANAI, receiving ship, Commodore C. G. Dickson.

VIKING, torpedo-boat destroyer.

GENERAL ALVA, American transport, Whitton, 20th June.—Cebu 17th June.

TITANIA, German cruiser, 1,245 Schnake, 6th July.—Shanghai 29th June.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brook, Weihsaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Frommelt, Weihsaiwei.

Albatross, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Heking Sea.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihsaiwei.

Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommamney, Weihsaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. O. M. Makins, Wosung.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 12,500 tons, Capt. Fegen, Wei



